



Amtrak in New York

Fiscal Year 2024



Amtrak is America's Railroad,[®] created by Congress to "provide efficient and effective intercity passenger rail mobility consisting of high quality service that is trip-time competitive with other intercity travel options." In FY 2024, the company's 22,000+ employees operated an average of almost 300 intercity trains per day along 47 permanent routes, serving a record 32.8 million passengers. Amtrak's network includes 524 regularly-scheduled stops across 46 states, 3 Canadian provinces, and Washington, DC. Partner-operated Thruway routes offer connecting service to additional communities, typically via bus.

Service & Ridership

In FY 2024, Amtrak operated an average of **around 130 intercity trains per day** on 16 permanent routes and 1 seasonal route serving New York, with **14,596,155 total passengers** boarding or alighting in the state.¹ Service was provided via the following routes:²

▪ Northeast Corridor Trains

- **Acela** — Boston - Providence - New Haven - New York - Philadelphia - Baltimore - Washington, DC (11 round trips daily)³
- **Northeast Regional** — Boston - Providence - New Haven - New York - Philadelphia - Baltimore - Washington, DC (22 round trips daily)⁴

▪ State-Supported Trains

- **Adirondack** — New York - Poughkeepsie - Albany - Saratoga Springs - Montréal, QC (1 round trip daily)
- **Berkshire Flyer** — New York - Poughkeepsie - Albany - Pittsfield (seasonal: summer only; 2 northbound trains (Fri. & Sun.) & 1 southbound train (Sun.) per week)
- **Carolinian** — New York - Philadelphia - Baltimore - Washington, DC - Richmond - Raleigh - Charlotte (1 round trip daily)
- **Empire Service** — Two sub-routes linking New York City with points north and west:
 - **Empire South** — New York - Poughkeepsie - Albany (7 round trips daily)
 - **Empire West** — New York - Poughkeepsie - Albany - Syracuse - Rochester - Buffalo (BUF & BFX) - Niagara Falls (2 round trips daily)
- **Ethan Allen Express** — New York - Poughkeepsie - Albany - Saratoga Springs - Rutland - Burlington (1 round trip daily)
- **Keystone Service** — New York - Philadelphia - Harrisburg (11.5 round trips daily)

¹ Total equals sum of all boardings and alightings at in-state stations.

² Not all stops shown. Note that certain frequencies may not serve every station listed.

³ Not all trips serve full route.

⁴ Not all trips serve full route. Additionally, 2 round trips originate / terminate in Springfield, Massachusetts, rather than Boston, but follow the standard Northeast Regional route south of New Haven, Connecticut; 8 round trips originate / terminate at various endpoints in Virginia (3 in Norfolk, 2 in Newport News, 2 in Roanoke, and 1 in Richmond), but follow the standard Northeast Regional route north of Washington, DC. Travel by these trains outside of the Northeast Corridor spine is State-Supported service sponsored by, respectively, the Massachusetts and Connecticut Departments of Transportation (MassDOT / CTDOT) and by the Virginia Passenger Rail Authority (VPRRA).



- **Maple Leaf** — New York - Poughkeepsie - Albany - Syracuse - Rochester - Buffalo (*BUF & BFX*) - Niagara Falls - Toronto (*1 round trip daily*)
- **Pennsylvanian** — New York - Philadelphia - Harrisburg - Pittsburgh (*1 round trip daily*)
- **Vermont** — St. Albans - Essex Junction (*Burlington*) - Springfield - Hartford - New Haven - New York - Philadelphia - Baltimore - Washington, DC (*1 round trip daily*)

▪ **Long-Distance Trains**

- **Cardinal** — New York - Philadelphia - Baltimore - Washington, DC - Charlottesville - Charleston - Cincinnati - Indianapolis - Chicago (*3 round trips weekly*)
- **Crescent** — New York - Philadelphia - Baltimore - Washington, DC - Charlottesville - Charlotte - Atlanta - Birmingham - New Orleans (*1 round trip daily*)
- **Lake Shore Limited** — New York / Boston - Albany - Syracuse - Rochester - Buffalo (*BUF*) - Erie - Cleveland - Toledo - Chicago (*1 round trip daily*)
- **Palmetto** — New York - Philadelphia - Baltimore - Washington, DC - Richmond - Fayetteville - Charleston - Savannah (*1 round trip daily*)
- **Silver Meteor** — New York - Philadelphia - Baltimore - Washington, DC - Richmond - Fayetteville - Charleston - Savannah - Orlando - Miami (*1 round trip daily*)
- **Silver Star** — New York - Philadelphia - Baltimore - Washington, DC - Richmond - Raleigh - Columbia - Savannah - Orlando - Tampa - Miami (*1 round trip daily*)⁵

As **State-Supported routes**, the *Adirondack*, *Berkshire Flyer*, *Carolinian*, *Empire Service*, *Ethan Allen Express*, *Keystone Service*, *Maple Leaf*, *Pennsylvanian*, and *Vermont* are operated in partnership with the **New York State Department of Transportation** (NYSDOT; *Adirondack*, *Berkshire Flyer*, *Empire Service*, *Ethan Allen Express*, and *Maple Leaf*), Pennsylvania Department of Transportation (PennDOT; *Keystone Service* and *Pennsylvanian*), Massachusetts Department of Transportation (MassDOT; *Berkshire Flyer*, and *Vermont*), Connecticut Department of Transportation (CTDOT; *Vermont*), Vermont Agency of Transportation (VTrans; *Ethan Allen Express* and *Vermont*), and North Carolina Department of Transportation (NCDOT; *Carolinian*).⁶ Outside the Boston-to-Washington Northeast Corridor (NEC), Section 209 of the Passenger Rail Investment and Improvement Act (PRIIA) requires that short- and middle-distance Amtrak routes (i.e., those less than 750 miles in length) be State-Supported; in other words, sponsoring partners fund the majority of those routes' costs and make decisions about schedule, frequency, and other aspects of service. In FY 2024, sponsoring partners funded a total of \$32.5 million in operating payments for the State-Supported routes serving New York, helping support a combined total ridership on those routes⁷ of 3,983,581.

⁵ Effective Nov. 10, 2024, the *Silver Star* (New York - Miami) and *Capitol Limited* (Chicago - Washington, DC) are being temporarily combined into a new route, the *Floridian* (Chicago - DC - Miami), to accommodate regional capacity constraints created by a capital project in New York. The *Floridian* offers a single-seat connection between the Midwest and Florida, but does not serve *Silver Star* station stops north of Washington.

⁶ Off-NEC extension of certain *Northeast Regional* frequencies serving New York also supported by one or more state governments.

⁷ Unlike state- / station-specific ridership, total *route* ridership equals sum of all boardings and alightings divided by two.

Thruway Connections

Some Amtrak routes offer partner-operated **Thruway connecting service** and/or other interline connections to additional communities (including in New York), via either bus or other modes of transportation. Many such services are sponsored by one or more of Amtrak's State-Supported partners, or by other public entities; these connections can be vitally important in certain markets. Tickets are purchasable through Amtrak; detailed, up-to-date information on available connections can be accessed via the booking tool on Amtrak.com.

Stations

During FY 2024, Amtrak intercity trains made scheduled stops at 26 locations in New York:

Station (Code)	Ridership (Ons + Offs)	Amtrak ADA Responsibility	Amtrak ADA Compliance	Amtrak ADA Investment ⁸
Albany-Rensselaer (ALB)	899,048	Partial	Complete	\$90,382
Amsterdam (AMS)	13,955	Sole	FY 26	\$2,805,800
Buffalo (<i>Depew</i>) (BUF)	122,682	Partial	FY 26	\$2,488,113
Buffalo (<i>Exchange St.</i>) (BFX)	55,294	Partial	Complete*	\$35,551
Croton-Harmon (CRT)	62,041	None	N/A	—
Ft. Edward - Glens Falls (FED)	8,407	Sole	Complete	\$1,430,334
Ft. Ticonderoga (FTC)	750	Sole	Complete	\$1,888,463
Hudson (HUD)	277,620	Partial	Complete	\$2,639,288
New Rochelle (NRO)	145,442	None	N/A	—
New York (<i>Penn. Station</i>) (NYP)	12,023,038	Partial	Pending	\$1,265,856
New York State Fair (NYF)	3,772	N/A	N/A	N/A
Niagara Falls (NFL)	38,098	None	N/A	—
Plattsburgh (PLB)	7,595	Partial	FY 26	\$2,849,070
Port Henry (POH)	888	Partial	Complete	\$3,037,513
Poughkeepsie (POU)	139,276	None	N/A	—
Rhinecliff (RHI)	228,395	Sole	FY 27	\$4,250,701
Rochester (ROC)	158,640	Sole	Complete	—
Rome (ROM)	10,741	Partial	FY 28	\$3,443,409
Rouses Point (RSP)	788	Partial	Complete	\$408,085
Saratoga Springs (SAR)	42,398	Partial	FY 27	\$4,990,736
Schenectady (SDY)	66,905	Partial	FY 26	\$2,095,321
Syracuse (SYR)	160,301	Partial	FY 25	\$424,988
Utica (UCA)	78,717	Partial	FY 29	\$5,150,542

⁸ "Amtrak ADA Investment" describes Amtrak's projected total investment in compliance work over the lifetime of ADASP. Total does not sum due to 1) certain *de minimis* expenditures and credits to ADASP not shown in table, and 2) investments in stations not served during FY 2024. ADASP does not technically include NYP; compliance efforts there are advancing separately, may receive additional investment, and may be subject to a separate timeline.

Station (Code)	Ridership (Ons + Offs)	Amtrak ADA Responsibility	Amtrak ADA Compliance	Amtrak ADA Investment ⁸
Westport (WSP)	2,351	Partial	Complete	\$2,972,894
Whitehall (WHL)	1,008	Sole	Complete	\$1,441,752
Yonkers (YNY)	48,005	None	N/A	—
Total:	14,596,155	21/26	In Progress	\$45,783,862

** Status reflects third-party investments in Amtrak-responsible station components.*

Importantly, Amtrak is working to ensure that its stations are fully accessible to individuals with disabilities. Most Amtrak-served stations are decades old; many were served by other railroads before the company ever existed. The Americans with Disabilities Act (ADA), enacted in 1990, requires that U.S. stations be made accessible; in response, Amtrak developed an ADA Stations Program (ADASP) to bring station components for which the company is responsible into full ADA compliance. ADASP aims to ensure Amtrak provides the best possible service in the shortest possible timeframe; the program will ultimately invest a total of \$1.8 billion in 385 communities nationwide, including a **\$45.8 million investment in New York**. All Amtrak-responsible work is targeted for completion by the end of FY 2029.

Detailed profiles of every permanent Amtrak station stop, including current information on accessibility, can be found on the Great American Stations website: <https://www.greatamericanstations.com>.

Additional Footprint

The Boston-to-Washington **Northeast Corridor**, currently America's only electrified high-speed rail corridor, passes through New York; Amtrak owns, maintains, and/or operates most of the NEC, including track in New York south of New Rochelle, and provides access to other railroads at a fair cost, consistent with statute. (For instance, Amtrak-owned track in New York is used by New Jersey Transit (NJT) and Long Island Rail Road (LIRR) commuter trains.) Under the terms of a long-term lease from CSX, Amtrak also maintains and operates a 94-mile segment of the unelectrified **Hudson Line / Empire Corridor** between Poughkeepsie and Hoffmans, northwest of Schenectady (and owns two additional, shorter segments outright). To support all of this critical rail infrastructure, Amtrak maintains **maintenance-of-way facilities** in New York City and Rensselaer.

Amtrak employees perform various kinds of maintenance work on locomotives, passenger cars, and/or *Acela* trainsets at New York City's **Sunnyside Yard** and a separate **Albany-Rensselaer Yard**; significant future improvements are planned for both locations to ensure that Amtrak can service next-generation equipment (e.g., new Airo trainsets that will carry *Northeast Regional* passengers in the coming years). Amtrak trains are also supported by a **turnaround maintenance location** in Niagara Falls (Amtrak-staffed), which likewise services both locomotives and passenger cars.

New York also hosts one of Amtrak's three **Centralized Electrification and Traffic Control (CETC)** train dispatching centers, which manage NEC train movements. Additionally, Amtrak maintains **crew bases** in New York City, Albany-Rensselaer, and Niagara Falls. The company also maintains a **commissary** and **corporate offices** in New York City.

Notably, New York’s **Penn. Station**—which includes the **Moynihan Train Hall** expansion, completed in early 2021—is the busiest railroad station in the Western Hemisphere. More than 12 million intercity passengers boarded or alighted there during FY 2024.

Host Railroads & On Time Performance

Outside the NEC, most Amtrak trains must travel over other “host” railroads’ tracks—and hosts generally control dispatching decisions on the tracks that they own. By law, Amtrak trains are supposed to receive preference over freight trains (i.e., priority in dispatching), but many host-dispatched trains arrive late at their destinations, and many routes do not meet on-time performance (OTP) standards established by the Federal Railroad Administration (FRA)—affecting millions of passengers per year.

Listed below are the Amtrak routes that operate in New York, along with each route’s major in-state host railroad(s) and full-route customer on-time performance (C-OTP)⁹ in FY 2024:

Route	In-State Host(s)	C-OTP
Northeast Corridor		
<i>Acela</i>	Amtrak, Metro-North	77.8%
<i>Northeast Regional</i>	Amtrak, Metro-North	80.4%
State-Supported		
<i>Adirondack</i>	Amtrak, CPKC, Metro-North	75.5%
<i>Berkshire Flyer</i>	Amtrak, CSX, Metro-North	66.6%
<i>Carolinian</i>	Amtrak	50.9%
<i>Empire Service</i>	Amtrak, CSX, Metro-North	81.1%
<i>Ethan Allen Express</i>	Amtrak, CPKC, Metro-North, Vermont Railway	67.9%
<i>Keystone Service</i>	Amtrak	92.1%
<i>Maple Leaf</i>	Amtrak, CSX, Metro-North	75.6%
<i>Pennsylvanian</i>	Amtrak	70.1%
<i>Vermont</i>	Amtrak, Metro-North	68.2%
Long-Distance		
<i>Cardinal</i>	Amtrak	57.5%
<i>Crescent</i>	Amtrak	58.7%
<i>Lake Shore Limited</i>	Amtrak, CSX, Metro-North	76.3%
<i>Palmetto</i>	Amtrak	66.1%
<i>Silver Meteor</i>	Amtrak	46.9%
<i>Silver Star</i>	Amtrak	40.8%

⁹ C-OTP measures the proportion of customers traveling on a given route who arrive at their destinations on time. Suppose that passengers board a train scheduled to make two stops, and suppose that train is on time at the first stop, but arrives late at the second. If all passengers alight at the first stop, C-OTP for that train is 100%; if all passengers alight at the second stop, C-OTP is 0%.

Procurement

Amtrak's procurements are subject to "Buy America"-style domestic preference requirements, which the company is proud to meet or exceed. Nationally, Amtrak paid nearly \$4.5 billion for goods and services in FY 2024; 99% of that amount was spent domestically, and **\$708.6 million** went to vendors in New York:

Community	Amount
New York	\$416,883,443
Hornell	\$110,377,073
East Elmhurst	\$93,854,274
Syosset	\$14,762,630
Holbrook	\$11,082,534
Latham	\$9,971,077
Plattsburgh	\$6,923,683
Albany	\$5,176,628
Jamaica	\$4,260,826
White Plains	\$3,392,984
West Henrietta	\$3,170,782
Central Islip	\$2,314,989
Orchard Park	\$2,022,622
Clifton Park	\$1,989,900
New Windsor	\$1,949,893
Brooklyn	\$1,502,733
Westbury	\$1,439,551
Champlain	\$1,429,551
Great River	\$1,378,342
Islandia	\$966,049
Farmingdale	\$812,656
Troy	\$792,937
Cattaraugus	\$773,816
Astoria	\$745,472
Pearl River	\$594,990
Lewiston	\$512,383
Long Island City	\$777,187
Hauppauge	\$420,586
Staten Island	\$338,369
East Norwich	\$331,753
Syracuse	\$330,123
Guilderland	\$314,540
All Others < \$300K	\$7,026,618
Total NY Payments:	\$708,620,625

The single largest in-state payment category was **construction services**.

Employment & Compensation

At the end of FY 2024, **3,306 Amtrak employees** worked in New York, and the company had paid out a total of **\$294,697,195 in base wages and salary** in-state. Nationwide, Amtrak employed more than 22,000 active workers; total base wages and salaries for the year exceeded \$2.1 billion.

Current Amtrak Routes in New York

(“Northeast Corridor” hosts Acela, Northeast Regionals, and State-Supported and Long-Distance trains.)

